

I-5 Commuting Impacts on Downtown Vancouver

VANCOUVER
CITY HALL

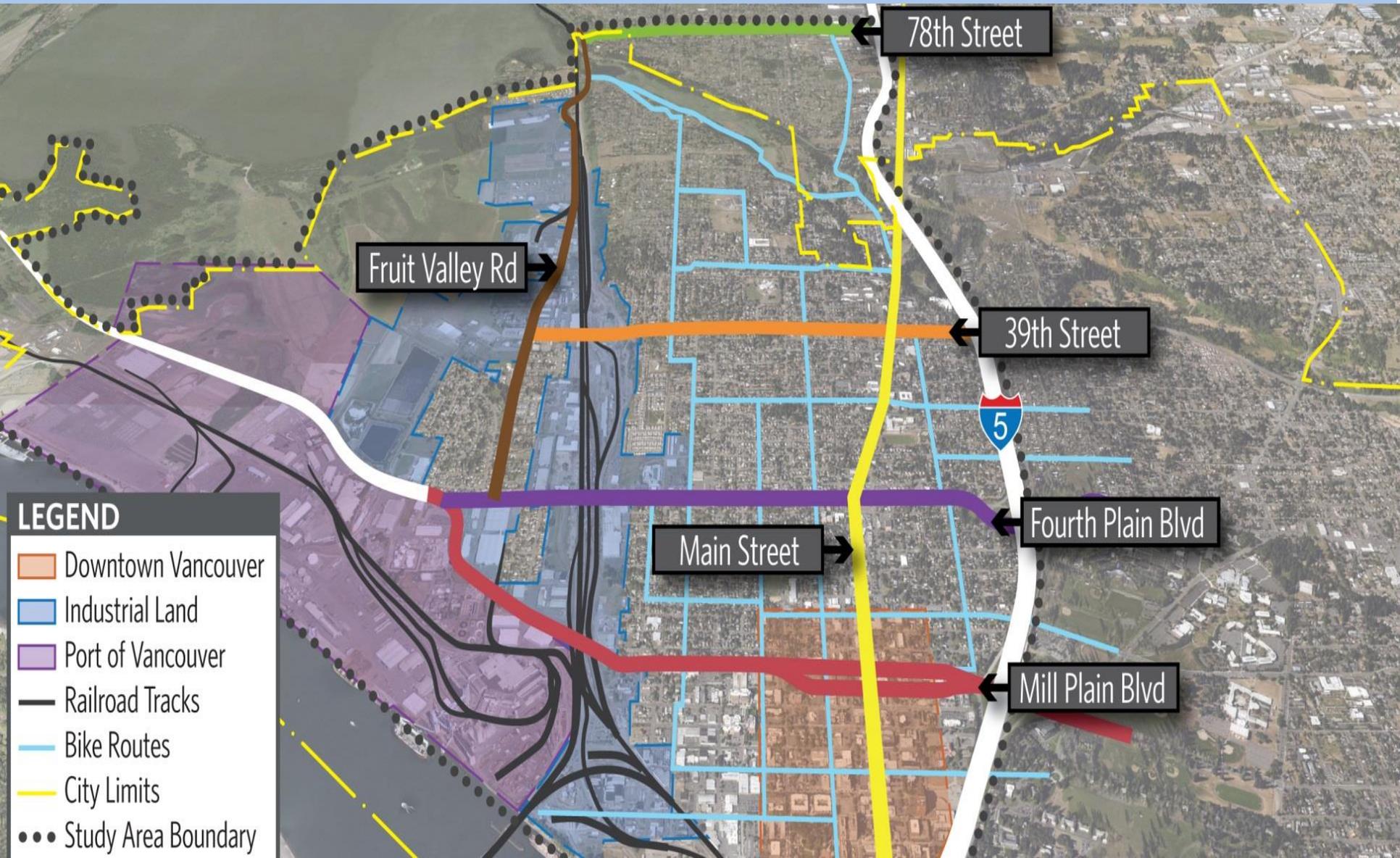
CITY OF
Vancouver
WASHINGTON

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Joint Transportation Committee
2017 AWC Annual Conference

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Westside Mobility Strategy - Study Area

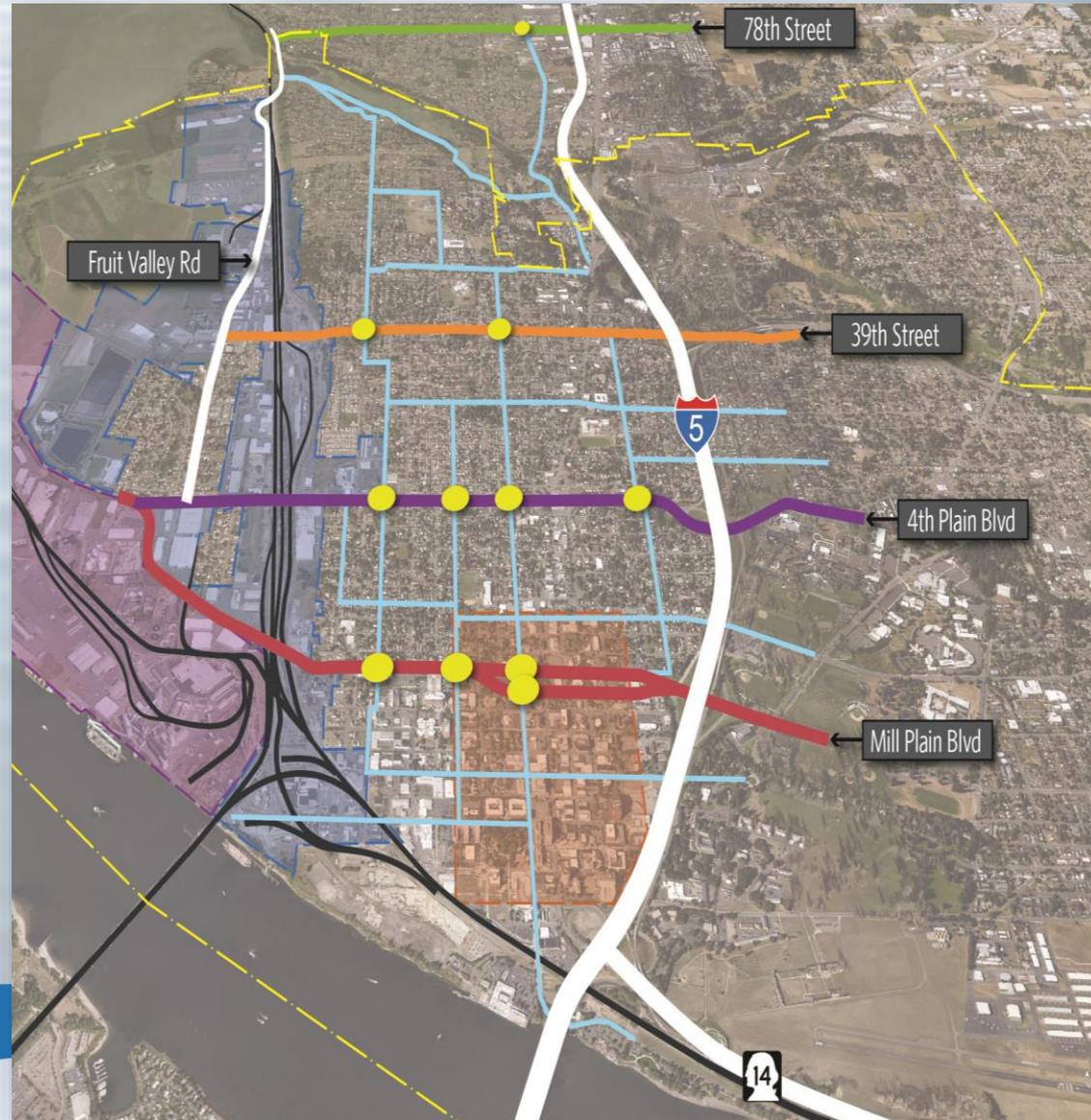


LEGEND

- Downtown Vancouver
- Industrial Land
- Port of Vancouver
- Railroad Tracks
- Bike Routes
- City Limits
- Study Area Boundary

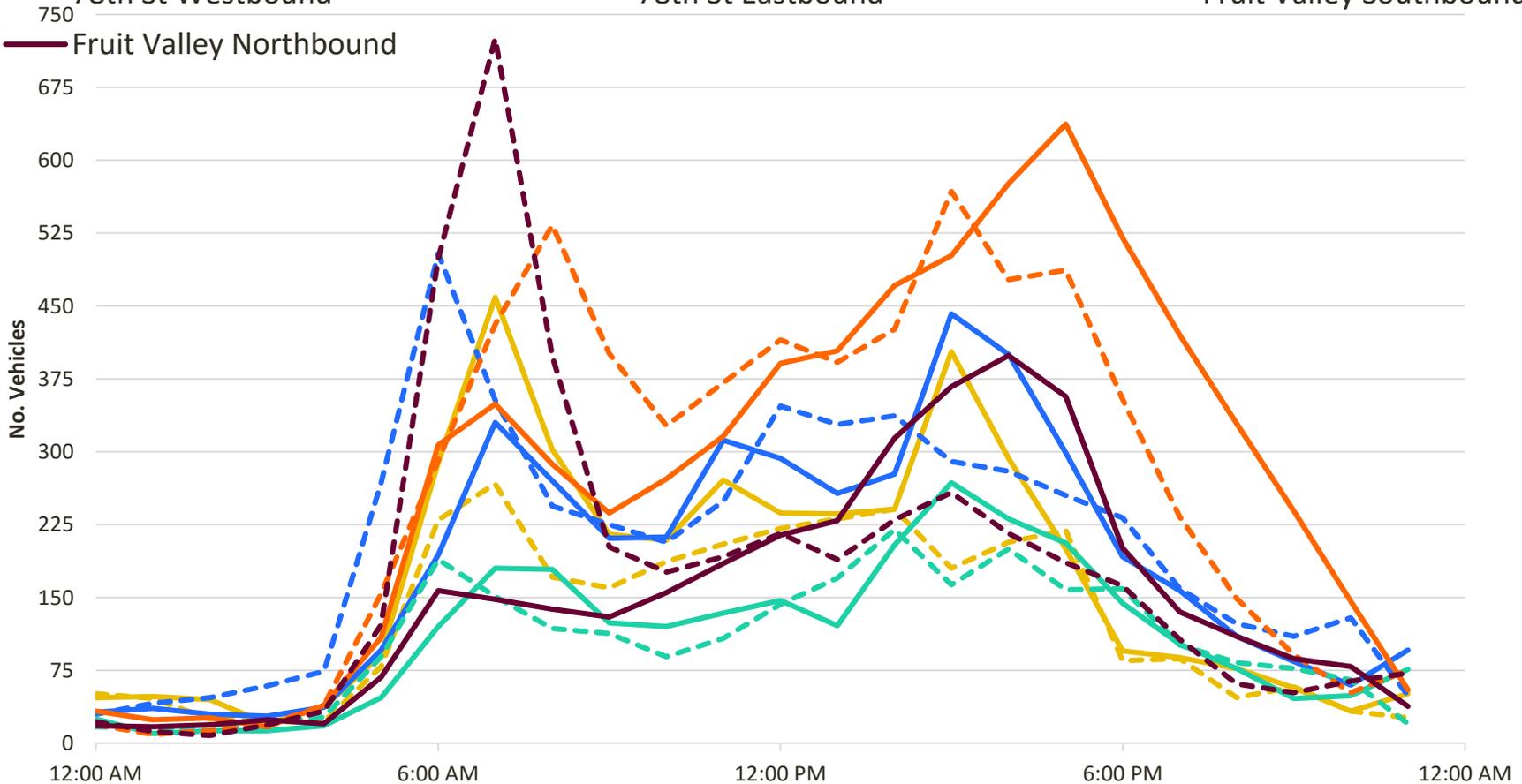
Key Questions

1. Where (and when) do the trips come from and go to?
2. Where does freight go? When and why?
3. Which routes are used by which modes?
4. Where are the primary areas of conflict between modes?
5. Where are the crashes and what are some of the likely causes?

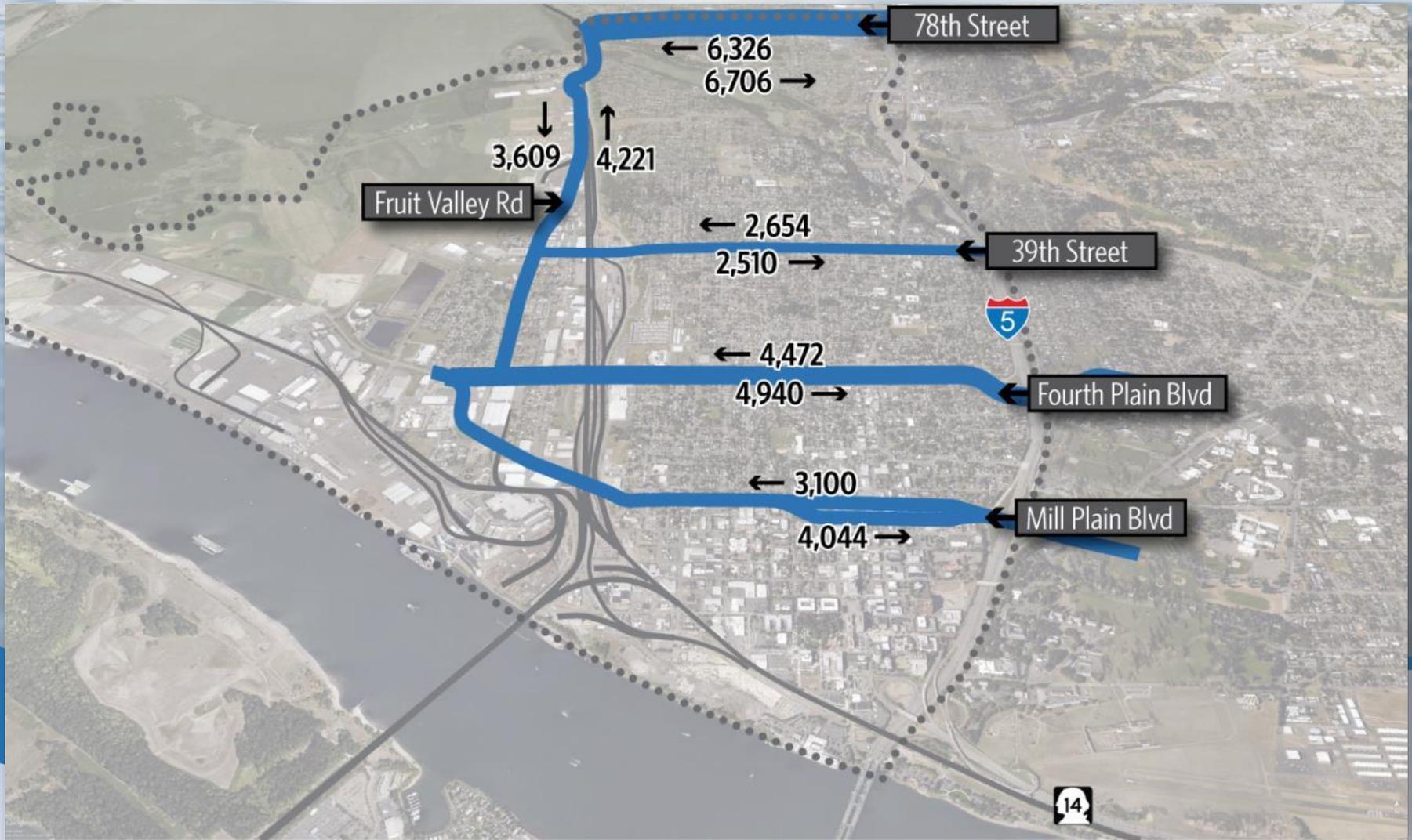


All-Traffic Patterns – Primary Network Volumes

- Mill Plain Blvd Westbound
- Mill Plain Blvd Eastbound
- Fourth Plain Blvd Westbound
- Fourth Plain Blvd Eastbound
- 39th Street Westbound
- 39th Street Eastbound
- 78th St Westbound
- 78th St Eastbound
- Fruit Valley Southbound
- Fruit Valley Northbound



Daily Traffic



Diversion: I-5 Southbound

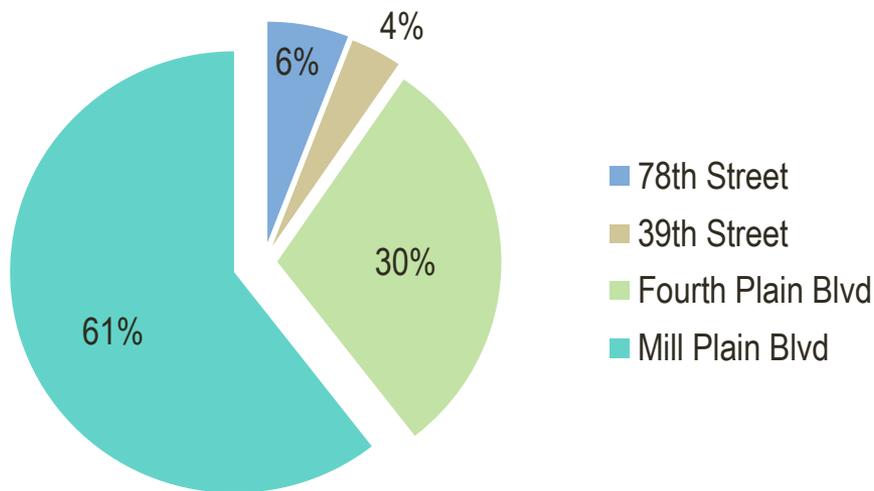


Diversion: Local Traffic to I-5 SB



Truck Patterns – Daily Volumes

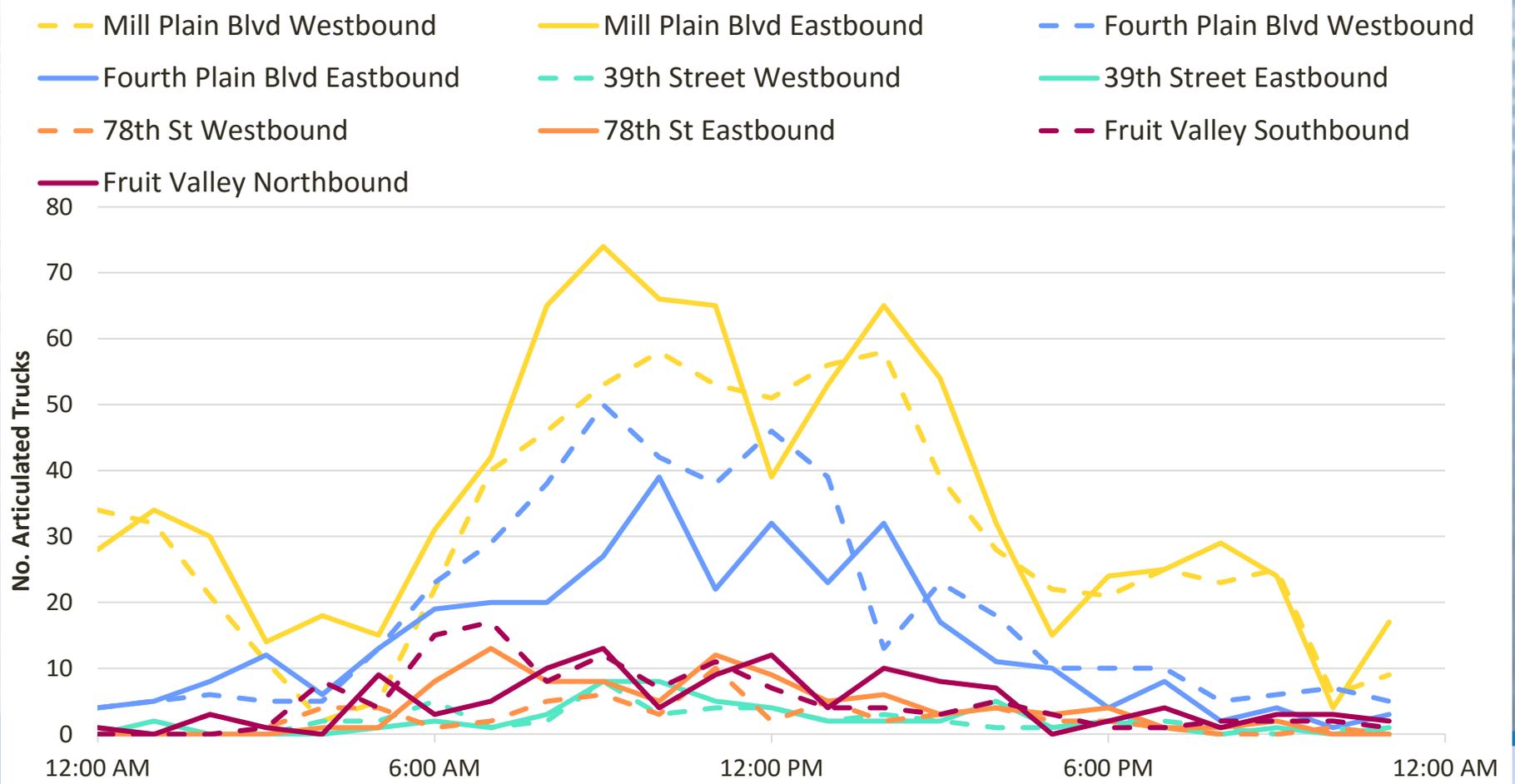
Roadway	Westbound	Eastbound	Total Daily
Mill Plain Boulevard	57%	64%	61%
Fourth Plain Boulevard	35%	25%	30%
78 th Street	5%	7%	6%
39 th Street	4%	4%	4%



Truck Route Preference:

1. Mill Plain Boulevard
2. Fourth Plain Boulevard
3. 78th Street
4. 39th Street

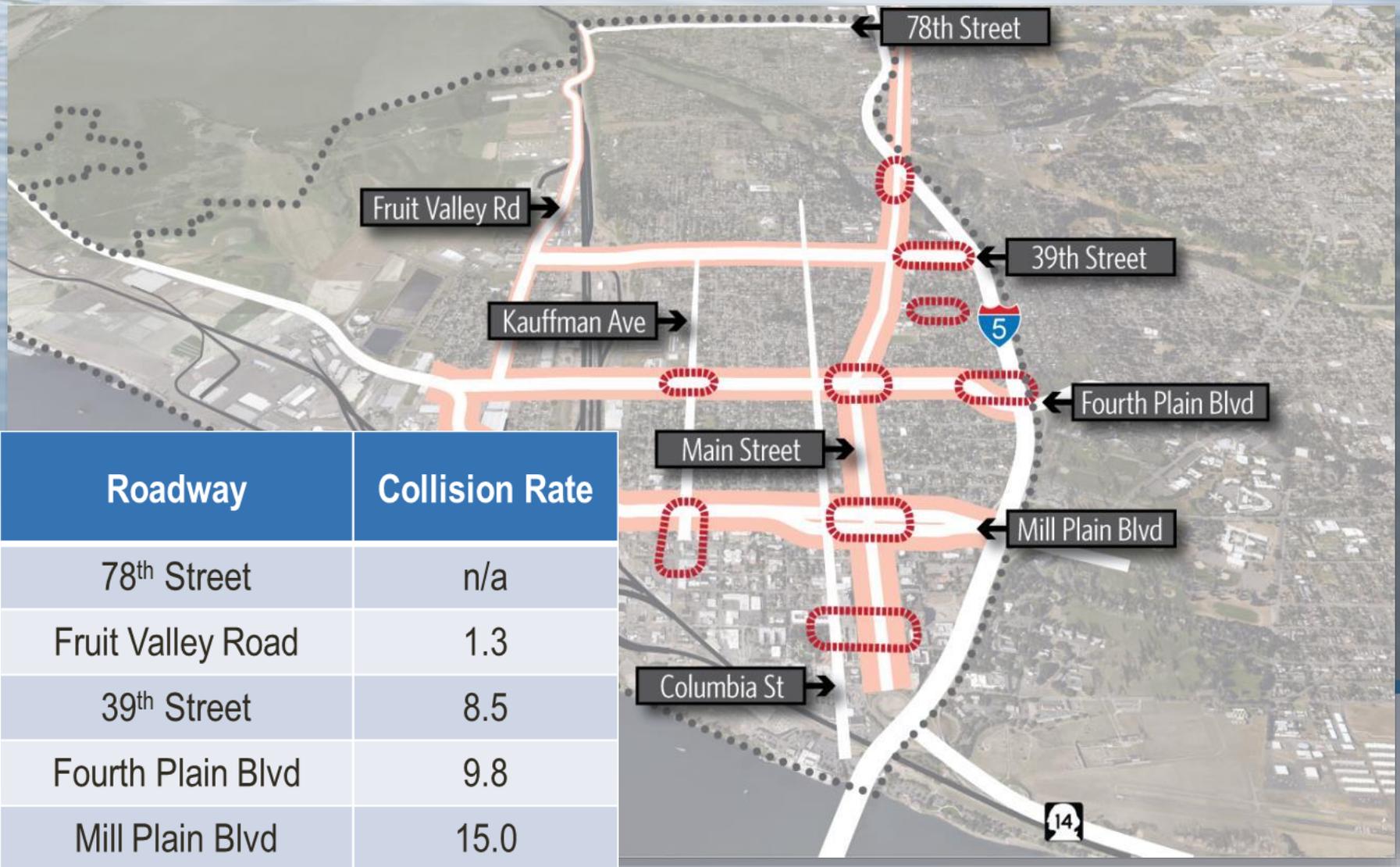
Truck Patterns – Primary Network Volumes



Daily Articulated Trucks



Key Areas of Conflict based on Collision Data



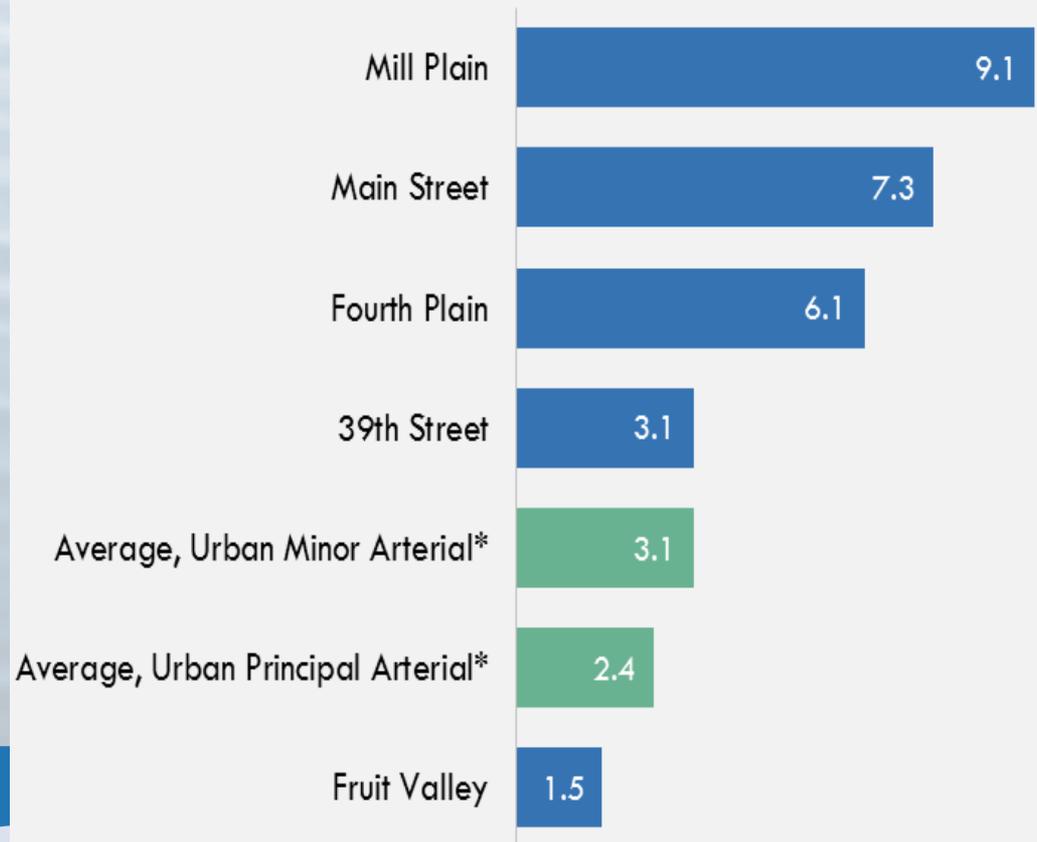
Findings and Implications

Collision Rates

Mill Plain, Fourth Plain and Main Street have higher concentrations of collisions compared to regional and local averages

Collision Rates, Arterial Corridors

Collisions per mile, 2010-2014



*Comparable average from ODOT crash tables, 2013

Findings and Implications

Diversion Traffic

I-5 corridor congestion is causing motorists to use westside streets that are designed for local traffic.

- Main Street: 1,300-2,800 vehicles per week going through downtown to get to I-5
- Fruit Valley: Highest peak traffic volumes in morning



Findings and Implications

I-5 Bridges

The westside street network can accommodate future growth, but - planned 2035 arterial improvements need I-5 bridge replacement and I-5 corridor improvements.

